

# **Amendments to 18-Year Transportation Facilities Plan**

Planning Commission Issues Matrix for July 27, 2016

Issue	Discussion Notes	Status
<p>1. What is the definition of a system improvement (Several), and are non-motorized projects considered system improvements that are eligible for impact fee credits? (Miller)</p>	<p><b><u>Planning Commission Discussion</u></b></p> <p>(6/29) Commissioners asked for a clearer definition of what constitutes a “system improvement,” with examples provided. Commissioner Miller asked whether nonmotorized improvements are classified as system improvements.</p> <p>(7/13) Commissioners indicated that the information provided addressed the question and closed the issue.</p> <p><b><u>Staff Response/Recommendation</u></b></p> <p>(7/13) <a href="#">RZC 21.78</a> defines transportation system improvements as “those facilities, programs, projects, and services that are included in the Transportation Facilities Plan (TFP), are designed to maintain mobility, and meet the Transportation Level-of-Service (LOS) Standard established in Redmond Comprehensive Plan Transportation Policy TR-4.” Following that definition is a list of examples which includes improvements such as new travel lanes, sidewalks, trails, signalization improvements, transportation demand management programs, and transit service. The Comprehensive Plan Transportation Element Level-of-Service section referenced in the definition states that transportation investments should support the land use vision, that they should keep pace with growth, and that they should serve to expand travel choices and achieve a multimodal travel environment.</p> <p>The TFP contains many multimodal system improvements including the Redmond Central Connector trail, a bicycle underpass at NE 40<sup>th</sup> St/SR 520 Trail, and the 166<sup>th</sup> Ave NE Rechannelization project, which converted 166<sup>th</sup> from a four-lane road to a three-lane road with bicycle lanes. The TFP also includes new street connections and vehicular-oriented roadway projects. All of these projects are considered system improvements because they provide improved mobility for one or more modes, serve a larger area and they are not project improvements (def: “site improvements and facilities that are planned and designed to provide service for a particular development project” – <a href="#">RCW 82.02.090</a>). All system improvements contribute to the City’s transportation concurrency supply.</p> <p>With respect to impact fees, a system improvement must be listed in the TFP to be impact fee-eligible but not all system improvements listed in the TFP are impact fee-eligible. State law limits the types of projects for which cities can charge impact fees to “(a) Public streets and roads; (b) publicly owned parks, open space, and recreation facilities; (c) school facilities; and (d) fire protection facilities” (RCW</p>	<p>Opened 6/29 Closed 7/13</p>

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	<p><a href="#">82.02.050</a> and <a href="#">82.02.090</a>). Off-street paths and programmatic expenditures are prohibited from receiving impact fee funding under state law. Therefore if a developer constructs a path or other stand-alone nonmotorized facility they would still need to pay their share of impact fees toward the TFP's "public streets and roads" that are deemed necessary by the City to accommodate the travel demand imposed by development.</p> <p>Many cities apply a narrow definition of "public streets and roads" and limit impact fee expenditures (and therefore credits) to exclusively vehicle-oriented projects or the vehicle-only scope elements of larger multimodal projects. However in Redmond we interpret "public streets" to include sidewalks and bicycle facilities that are constructed as part of frontage improvements, and so we do expend impact fee revenues on some kinds of multimodal improvements such as the 152nd Ave NE Main Street Improvements, which is one of the projects included in this TFP amendment proposal. Although the bulk of the mobility enhancements provided by this project will be felt by pedestrians and bicyclists, it is considered a street project and is therefore impact fee (and impact fee credit) eligible.</p> <p><b><u>Public Comment</u></b></p>	
2. Please provide plan view of Redmond Way right turn lane. (Miller)	<p><b><u>Planning Commission Discussion</u></b></p> <p>(6/29) Commissioners requested a plan view of the Redmond Way right turn lane project.</p> <p>(7/13) Commissioners indicated that the information provided addressed the question and closed the issue.</p> <p><b><u>Staff Response/Recommendation</u></b></p> <p>(7/13) See attached plan of the final Couplet Conversion buildout. Project area is circled in red.</p> <p><b><u>Public Comment</u></b></p>	Opened 6/29 Closed 7/13